



Wings

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Serving Washington Pilots Since 1960

October-November 2014

President's Message...



Les Smith,
WPA President

Back in July, as I joined over 10,000 others to fly across the country to Oshkosh, I noticed the towns located along railroads. They are often bigger than the towns less fortunate that aren't served by a railroad. (Or an interstate, since 100 years after the railroads were laid out by trappers and scouts, modern aerial surveys identified the best routes to be the same as those

has no interstate and only a small railroad secondary, but it has an airport. At this 2700 foot strip of asphalt located on the east edge of town, there is more going on than might meet the eye. For example, in the accompanying photograph, one can see a Pilatus PC 12, owned by Western Aircraft of Boise, ID transporting executives with Big R. With 10 stores across Washington, Montana and Idaho, their Pilatus is a time machine allowing executives to better leverage their time. It also means that an airport is a near-requisite to be a candidate for a Big R store. Visible in the photograph are a C-172 owned by a Colville business couple and flown by a local CFI providing flight instruction as well as a C-182RG owned by InterState Aviation of Pullman,

WA under contract to USFS as a fire detection and air attack platform for wildfire suppression. Also in the image are two C-150s owned by local residents and used for personal and business travel. That's just a typical day on the ramp, with business and commerce benefitting Colville's economy. A long day (or two) on the road, becomes an easy day trip for a number of business people

Colville Municipal Airport's Ramp can be busy



Above, MedStar Air Ambulance takes on passengers for transport

identified by earlier explorers.) We know the names of the towns that thrived with the good fortune of having a railroad. Names like Fargo, Bismarck, Omaha, Cheyenne and Abilene. These towns grew into cities because of the economic advantage of their location along a major transportation network. And that is exactly the advantage held by any town that has the vision and foresight to create and maintain an airport that serves their community. Any of us can easily see the advantage brought by a big economic engine like Paine Field. What might not be so readily apparent are the benefits of the economic engine that can be had in a smaller community. Take, for example, Colville Municipal Airport in Stevens County. Colville is located roughly 65 miles northwest of Spokane. The town

who can be home in Boise or Pullman in time for dinner. Additionally, a conversation with a Stevens County Sheriffs Ambulance EMT reports an average of one run per week to the airport to meet a PC-12 air ambulance for transport to Seattle hospitals. Shorter hops to Spokane are by rotor wing. No doubt the patients benefit from faster transport to the help they need at metropolitan care centers.

Despite no nearby interstate roadway; through their airport, Colville has an on-ramp to a National Transportation System. The airport brings jobs, wages and economic impact to the community. Similar stories prevail at the 134 airports across the State of Washington. Nearly all of them offer the same or better economic benefit to the communities large and small that they serve. And even the smaller airports offer

(Continued on page 2)

2014-09 Wings Legislative Report

By Blake McKinley

While from a legislative perspective, since the legislature is out of session, one would think that except for the upcoming elections, things would be pretty quiet. From a legislative perspective, they are, mostly. Looking forward, after the Washington State Supreme Court's McCleary Decision, the budget is going to be a big item this year. The McCleary Decision found that public schools have "... not complied with its Article IX, section 1 duty to make ample provision for the education of all children in Washington". The court defined ample provision as, "considerably more than just adequate". What this decision means to you and me is that the legislature will be looking to increase and redirect as many taxes, fines, and user fees as possible. Hopefully, it also means logical budget cuts and a reduction of redundancy in the bureaucratic agencies throughout the state. Stay tuned for more.

Now, on to the main topic of this report. From a government affairs perspective the FAA dreamed up Docket Number FAA-2014-0463 Policy on the Management of Airport Hangars. As if the FAA doesn't have more pressing things to do than to micromanage what aviation related activities going on in your hangar and mine!

I have read the brief, "Policy on the Non-aeronautical Use of Airport Hangars", and it does make a couple of good points. For instance, hangars should be for aeronautical use versus storage of non-aeronautical items. The biggest bone of contention stems from their choice to define, when it comes to aircraft construction, aeronautical activities as final assembly of the components of an airplane. Shouldn't the fabrication of the components also be considered an aeronautical activity?

The leverage the FAA is using is funding. The two clauses referenced in this scenario are Grant Assurance 19 and Grant Assurance 22. Grant assurance 19 covers with "Operation and Maintenance". It prohibits an airport sponsor from causing or permitting any activity that would interfere with use of airport property for airport purposes. Grant assurance 22 covers

"Economic Nondiscrimination". It requires the sponsor to make the airport available on reasonable terms without unjust discrimination for aeronautical activities, including aviation services. Their position is for any airports which have accepted federal grant money, they are obligated to, in effect, let the FAA have their way. During compliance inspections by FAA staff, as well as audits by the GAO, they have found that some hangars are routinely used for the storage of non-aeronautical items (vehicles and large household items). Of course airport management, for airports which have accepted federal funding, run the risk of overreacting under the threat from the FAA that they may be in violation by inadvertently allowing non-aeronautical uses to occur on their airports.

Granted when the storage of non-aeronautical items interferes with or displaces the aeronautical function of the hangar this creates a problem, particularly when there is a waiting list for hangars. The question has to be asked, should this be an FAA function, or is it better dealt with locally? For instance, as aviators, don't we want hangars to be primarily utilized for the storage of aircraft and other aeronautical items? It does not ultimately provide for a viable airport if non-aeronautical items are being stored in hangars at the expense of their primary purpose, aircraft and other aeronautical item storage. So really it is in our own best interest if we as airport communities work together, locally, to maintain the viability of our airports instead of having FAA staff intervene.

The proposed policy applies to all users of aircraft hangars, regardless of whether a user is an owner or lessee of the hangar. The intent is to ensure that the federal investment in federally obligated airports is protected by making aeronautical facilities available to aeronautical users, and to ensure that airport sponsors receive fair market value for rental of approved non-aviation use of airport property. All this sounds good, however the proverbial devil is in the details:

(Continued on page 5)

Can we afford Inslee's Climate Change Agenda?

By Dave Lucke, WPA Past President

According to Washington state economists, a carbon tax high enough to achieve Gov. Jay Inslee's stated climate change goals would increase gasoline prices almost 60 percent and raise natural gas prices by about 35 percent. That is certainly a significant impact on the cost of doing business in the State of Washington.

So let's see how this agenda has worked in other areas: Germany has decided to eliminate fossil fuels and nuclear energy by 2050. The cost to build the necessary electrical infrastructure is estimated to be in excess of \$ 1 trillion dollars. Wind and Solar are great sources of energy but must be balanced and backed up by more reliable fossil fuels and hydro-electric production here in the northwest.

As we all know, aviation fuel is expensive. In Washington we pay a flowage fee for aviation fuel which is supposed to support aviation infrastructure. 85% of the aircraft registration fee goes to the general fund. Aviation fuel is the only motor fuel that is subject to sales tax. So, now we need a carbon tax to move more businesses out of the state.

The proposed carbon tax will require Washington residents to pay more for all types of fuel. That includes aviation fuel, car

fuel, truck fuel, fuel to heat your house. Don Brunell, past President of the Association of Washington Business calls it "Energy Poverty".

SGL Carbon, a German maker of carbon based products for BMW autos has decided to invest in a new plant in Moses Lake because of the very competitive electrical rates offered by Grant County PUD. They can't afford to build the product in Germany. BASF may reduce its investment in Germany because of the risky energy policies.

Germany's climate change agenda is putting their entire economy at risk. Washington contributes maybe three tenths of one percent of the world's greenhouse gasses. Do we need to risk driving business out of the state? This puts jobs for our young people at risk.

Like all of you, I want clean air and clean water for our families. But I think it is much more prudent to invest in clean technologies for all of our fuels. We need to preserve our fossil fuels for transportation and expand our use of the atom to produce electricity.

The governor plans to introduce his climate change policy early in 2015. He needs to answer these questions about the economic impact and if implementation of the policies will result in a positive environmental impact.

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Colville Municipal

173 A North Airport Drive Colville, WA 99114



The Colville Municipal Airport is located on 66 acres of city owned land along state route 20, within the city limits. The Airport has a 2,700 ft.-long, 45ft.-wide asphalt surfaced runway with surrounding taxiways. It has capacity for approximately 60 aircraft. Facilities include a parking ramp for 10 aircraft, an 8,000-gallon fuel facility, and 24 hr. credit card self-serve fuel unit. The City leases land to 24 privately owned hangars, and there is one FBO providing aircraft maintenance.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	07	Federal:	General Aviation Airport	Airport Elevation:	1,882
Associated City:	Colville	State:	Regional	Approach Category:	B: 91 to < 121 knots
County:	Stevens				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	City Govt.	Number:	1	FAA:	IsB
Owner:	City of Colville	Type(s):	Asphalt	Description:	Beechcraft Duke

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 12/9/2011			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 0
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine 2
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 35
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 1
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 0
Wildland Firefighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 0
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Total 38
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated: 12/9/2010
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	No. of FBOs 1

Comparison by State Classification Take Offs and Landings (Operations)

Airport	Classification	
	Low	High
Based Aircraft	38	5 658
Operations	5,000	4,254 142,000

Year	2005	2006	2007	2008	2009	2010
Military Itinerant	0	0	0	0	0	0
Military Local	0	0	0	0	0	0
Commercial Air Taxi	5775	0	0	0	0	0
Commercial Air Carrier	0	0	0	0	0	0
General Itinerant	7391	2000	2000	2000	2000	2000
General Local	5209	3000	3000	3000	3000	3000

Airport Businesses and Visitors

Economic and Fiscal impacts calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Counties in Impact Region:	Stevens
Direct Jobs:	Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
Direct Labor Income:	Estimated income paid to the Direct Jobs located on the airport footprint.
Direct Output:	Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	2	0	2
Labor Income	\$ 27,000	\$ 7,500	\$ 34,500
Output	\$ 66,000	\$ 23,000	\$ 89,000

VISITOR SPENDING

Impact Region:	Washington State (once visitors land they may spend their money throughout the state).
Total Visitor Spending:	Estimated total annual spending by visitors traveling through this airport.
Direct Jobs:	Estimated jobs supported by the total estimated visitor expenditures.
Direct Labor Income:	Estimated income paid to the Direct Jobs supported by visitor expenditures.
Direct Output:	Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	\$ 58,700		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	1	0	1	94,000	0.00%
Labor Income	\$ 16,000	\$ 13,000	\$ 29,000	\$ 3,311,700,000	0.00%
Output	\$ 47,000	\$ 41,000	\$ 88,000	\$ 10,160,600,000	0.00%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 600	\$ 200	\$ 10	\$ 9,100	\$ 9,910
Visitors	\$ 400	\$ 500	\$ 500	\$ 2,700	\$ 4,100
Total	\$ 1,000	\$ 700	\$ 510	\$ 11,800	\$ 14,010

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax, State and Local Utility Taxes, Rental Car Tax, and Lodging Tax. Special Districts include Transit, Schools, Hospitals, Fire, EMS, Parks, Ports, Utilities, and others.

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Colville Municipal Airport

The Colville Municipal Airport, FAA Identifier 63S, is located one mile East of Colville in an area that is not only flyable most of the year due to general good weather, but is also one of the most beautiful in Washington State.

The city of Colville owns the 66-acre airport which offers 100LL, and tiedowns off runways 1 and 19 at an elevation of 1,878. The runway is 2,700 in length and has an asphalt surface. The site was developed beginning in 1924 and has been the recipient of several FAA-DOT grants for development and maintenance.

Long-time WPA member Dave Garringer manages the airport and is generally on hand to give advice and information on the area as well as well as recommendations on not-to-be-missed points of interest.

Colville Municipal's FBO is Swift Flight. Harley Howell II purchased the shop on the airport from Jack Mayer in 1995 and he and his son Harley Howell III have been running the operation ever since. One of their primary obligations is to Aviation Partners, Inc. of Seattle which produces winglets for various types of aircraft. Harley III has installed the winglets all over the world and Harley II installs the devices on both single and twin-engine aircraft.

Along with offering a top notch maintenance facility to aircraft owners, both father and son are avid Globe Swift owners and restorers. Between them they now own three of the antique aircraft.

Flight instruction is also available on the field, and is available through Steve Pietroburgo.



Colville Municipal's FBO Swift Flight shown above with owner Harley Howell III's restored Globe Swift in foreground

President's Message

(Continued from page 1)

that same on-ramp to our country's National Transportation System. The benefits go beyond simple economics. It includes the utility needed in times of crisis. Just ask the folks of Darrington how important their airport became after the tragic events in Oso.

Statewide, these 134 economic engines deliver over 248,000 jobs, \$15.3 billion in wages and \$50.9 billion in economic activity annually. Think back to those old western movies and how the townspeople fought to get a railroad. Well, maybe don't shoot up Main Street, but I encourage you to match their passion when you are advocating for the funding and support to keep your local airport a strong and thriving economic engine for your community.

One other item. Mid-term elections are fast approaching. Do you know where the candidates in your district stand on Aviation and the airport infrastructure in the state of

Washington? Do they know what's going on in your airport in their district? It's not too late to ask – and in the asking, you deliver a critical message about the importance of airports and aviation. After the elections on November 4th, contact your state legislator, incumbent or freshman, and urge that he or she join the Washington State Legislative Aviation Caucus.

Most importantly, go fly! There's nothing like getting above it all!

WASHINGTON PILOTS ASSOCIATION

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The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in WPA Wings, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

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Be smart, and please fly safely.

Washington Pilots Association

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Serving the Tri-Cities Aviation Community for more than 30 years

What is Challenge Air?

By Frank E. Hummel

On a late August Saturday I participated, as a pilot, in an event that surprised me more than expected.

Challenge Air is an organization which puts on events around the country for the singular purpose of giving participants the courage to see beyond their perceived

marshaled aircraft, pulled and pushed aircraft into numerous staging and passenger loading areas, and onto the engine start up ramp. At times while passengers and pilot sat on board. After landing and engine shut down an enthusiastic welcoming committee met each "co-pilot" with a resounding reception.



limitations. Participants are individuals, their families, and friends. The Challenge Air organization does a phenomenal job organizing, executing, and hosting, with local site sponsorship, an opportunity for young people disabled and with special needs, to fly. Many for the very first time. At the Paine Field Challenge Air event more than 100 registered to participate. And more than 100 volunteers spent the day making it all happen, to say nothing of the institution and their staff that made their facility on the airport available hosting this event.

After which I was fortunate to be able to pin on wings and present a certificate to each of my "co-pilots". Then told by my load/unload team to go take a break as they tidied up the aircraft's seat belts, headsets, readjusted seat positions, pulled her into position, and waited for me to return for another flight. They were working so hard I could not in good conscience be away for more than a few minutes. Upon returning the next "co-pilot" and family were ready. We met, took pictures, and with that same fantastic crew were boarded. Off into the sky we went.



But all of this was not even the best part of the day. "Co-pilots" were the best part by far. They, and their families and friend's smiles were obviously profound. These young people face challenges most of us cannot even imagine, but for a brief time today, I believe that a measure of delight and hope filled their souls.

As I write this at the end of a long day, reliving my own encounters with such incredible individuals, I am not embarrassed to say tears come to my eyes as I think about my own family, friends, sharing a day flying for others, and how fortunate I am!

The Challenge Air organization has a saying, "If you ever question if the effort is worth the emotional drain, it is." So true.

www.challengeair.com

After arriving on site we received an introduction to the program, were briefed, and assigned to a team, all well before our passengers arrived. The volunteer support teams blew me away. Passenger load and unload teams that would see to the welcoming, care, safety, escort to the aircraft, boarding, deboarding, and even pilot comfort and attention was incredible. Other team's

Annual Hutton Settlement Fly-Out to Cavanaugh Bay

The WPA's commitment to educate young people about aviation is no where more evident than in the Spokane Chapter's annual trip to Cavanaugh Bay. Once a year the kids at the Hutton Settlement in Spokane are offered a day-long trip to Priest Lake to play in the water and to picnic at Cavanaugh Bay.

Founded by May and Levi Hutton, it is the mission of the Hutton Settlement Children's Home to nurture and educate children who are in need of a safe and healthy home. The facility was originally founded specifically for orphans of those who worked in the silver mines in the area. However, the settlement

has evolved into a friendly atmosphere for all displaced children.

This year seven airplanes and their pilots volunteered to transport 15 kids and two chaperones from Hutton Settlement to Cavanaugh Bay. Volunteers and kids met about 9am at Felts Field where a briefing was held and plans made. Depending on the aircraft, the flight takes from about 30 to 45 minutes.

By 4pm and time to return to Spokane, everyone agreed it had been another successful fly-out with several of the kids getting to pilot one or more of the airplanes.



Terry Newcomb, Duane Lukens, Charlie Cleanthous, Tom Morris, and other WPA Pilots Hangar Flying at Cavanaugh Bay



WPA Hutton Settlement Volunteers' Airplanes Lined up at Cavanaugh Bay

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WPA Chapters Around the State

Most Chapters keep updated information on the WPAFLY.org website. Click on the "Chapters" tab for more information.

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 pm. Meetings are held in the Micro Aerodynamics hangar on the airport. **Contact Chapter President Karl Fischbach, TeamFischbach@gmail.net, 360-770-4260.**

ARLINGTON - The Arlington chapter meets the first Tuesday of each month at Hubbs Pizza and Pasta in Arlington at 21102 67th Ave NE Arlington WA 98223 not the NASA Cafe at the Arlington Airport. We gather for dinner at 6pm and the meeting starts at 7pm. **For more information contact Michael Tally, 425-359-0133.**

BREMERTON - Check the website at WPAFLYS.org, click the "Chapters" tab and click on Bremerton for detailed information. **Contact Chapter President Jim Posner, 415-990-0664, jimposner@comcast.net for further information.**

CLALLAM COUNTY - The Clallam County chapter meets on the third Thursday of the month at Rite Bros (FBO) at Port Angeles Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome. **For more info on the Clallam County chapter, contact Jerry Nichols, oldnick@olypen.com, 800-292-2978.**

COLVILLE VALLEY - For current meeting schedules, please contact **Dave Garringer, colvilleairport@yahoo.com, 509-684-1566.**

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thursday of the month, except in February, November and December. The Administration building is located near the south end of the airport. A potluck dinner begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. **For more information about Deer Park chapter and its activities, please contact Darold Schultz at 509-999-5835.**

GREEN RIVER - The Green River Chapter meets on the 2nd Friday of February, April, June, August, October and December for dinner and an aviation program. **For meeting information and other chapter activities, including group fly-outs, WINGS programs and other special events please visit http://www.wpaflys.org/Chapters/GreenRiver/EnRoute_Monthly_Editions/current.pdf or send an email to the Chapter President Jim Flynn at JKRV6A2@skynetbb.com or call 206-498-4409.**

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. **For more information contact Charles Hower at 425-418-7655.**

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July

and August), at 7:00 pm at the *Whatcom Educational Credit Union WECU* 600 Block of Holly St. in Bellingham. For more info on the North Sound chapter, contact **Kelly Beerman, kellybeerman@comcast.net, 360-441-0145.**

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month, 6:30 at Whistler Restaurant in Tonasket. Our May meeting is the third Saturday at Twisp Airport. We have an afternoon Fly-in and Fry-in steak fry. Our August meeting is held at the Republic Fly-in on Saturday afternoon. If anyone is in the Twisp area on Friday afternoon please join us at our "meat burn" fire pit. **Call Bob Hoffman for information at 509-997-8141 or Lee Orr at 509-486-4502.**

PAINE FIELD - The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. **For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs visit www.wpaflys.org/chapters/paine or send email to paine-president@wpaflys.org**

SHELTON-SANDERSON - Bruce Loftin, President, 360-455-4044

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter has the following meetings scheduled for 2010: 4th Thursday in May and September at 7:00pm and Sunday Brunch on December 4. Meetings are held at the Dollars Corner

Fire Station. **For more information, contact Bob Brown at 360-607-5060.**

SPOKANE - Meetings of the Spokane Chapter are usually held on the third Wednesday of each month over dinner at Darcy's at the old University Mall at University and Sprague beginning at 6:00 pm. Meeting program information and upcoming special events can always be found on the WPA webpage under the Spokane Chapter tab. **For more information, contact Chapter President Charlie Cleanthous, ccleanthous@comcast.net or call 509-496-9109.**

TRI-CITIES - The Tri-Cities Chapter meets at 6:30 pm at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Wednesday of each month. **For information contact Chapter President Mike White, mikewhite@charter.net, 509-586-9785.**

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. **For meeting details and more info, contact Fred Winge, fwinge@techline.com, 360-289-4186.**

WENATCHEE - Don Flick, donaedflick@nwi.net, 509-885-6105

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. **For meeting location and other details, contact Cindy Fahsholtz, President at 509-895-4061, email cindyfahsholtz@yvmh.org.**

Wings-Over-Republic Fly-In Returns for 2014

By Keith Bell

Justin Smith and his wife Carol have been the driving force behind the "Wings – Over-Republic" fly-in since it began in 2000. Justin, who is the local airport manager and pilots a 1956 Cessna 172, is the president of the Wings Over Republic club. He presides over meetings and works year-around planning and organizing the event and attending to airport issues. During fly-ins he is at the airport full-time, looking after even the smallest details starting with site preparation and setup to final teardown. In the past Carol has focused on managing inventory and bookkeeping and handling ticket and merchandise sales. Justin and Carol both had serious health issues that resulted in the cancellation of the annual fly-in last year. This year, 2014, Justin is back in the

saddle and working hard at his normal duties without skipping a beat. Carol is doing much better and attends fly-in meetings offering encouragement and input but is unable to provide the level of service she has in the past.

More than 100 volunteers have participated in recent years. A variety of new people and some who came out of retirement volunteered this year to make sure the return of the fly-in was a success. This included Lee and Lola Orr who joined us from the Tonasket Flying Club. Lee is vice president and Lola treasurer of the Okanogan and Ferry County Chapter of the Washington Pilot's Association. Lee and Lola were instrumental in serving hundreds of meals to hungry pilots, participants and volunteers. This year

more than 100 planes attended and we served more than 1,200 meals including the popular Saturday night grill-your-own steak feed. Lee has contributed his vocal talent to the fly-in for many years with spirited renditions of the National Anthem and performing in the Sunday morning gospel duet. Their advice from years of involvement with the Tonasket Father's Day Fly-In brings welcome input to the logistics of the event.

Since the Wings Over Republic Fly-In is held the fourth weekend in August weather is typically hot and dry with daytime temperatures in the 90s. This year we enjoyed much cooler temperatures that were accompanied by rain showers and morning fog. Saturday morning valley fog didn't burn off until about 10:20 a.m. when the first plane to land was the Medstar Pilatus PC-12. Despite the unusual weather attendance was excellent and spirits were high for the return of this event.

The fly-in has attracted pilots from as far away as the Mexico border south of Palm Springs, California. Several clubs frequently participate including the Fraser Blues of Langley, B.C., flying vintage Navions; and the Portland-based Vans Air Force whose members build high-end kit planes called Vans RVs. Both of these clubs are known for their formation flying. One of the highlights every year is a performance by Harley Howell of Colville in his classic 1946 Globe Swift. Aircraft from across the full spectrum of general aviation attend from ultralights to larger twin-props, balloon-tired bush planes, vintage planes, a wide variety of homebuilt and kit planes, and the FAA's newest category Light Sport Aircraft. The Cessna high wings are the most common type we see.

Proceeds from the Fly-In go directly to airport improvements. During Smith's 10 years as airport manager these include implementing an FAA Airport Layout Plan, the addition of a float plane dock near Curlew



No One Leaves the "Wings Over Republic" Fly-In Hungry



A Beaver on Wheels Looks Almost as Large as A Beaver on Floats

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Frank E. Hummel, Membership Director
Frankh909@gmail.com, (206) 499-9384



Wings Legislative Report (Continued from page 1)

1. The policy states that aeronautical uses for hangars include storage of operational aircraft, final assembly of aircraft, and short-term storage of non-operational aircraft for purposes of maintenance, repair, or refurbishment. *Regarding this last point, how long is short term? Doesn't refurbishment, at times, require the manufacturing of parts required to build the components which ultimately would be assembled into an aircraft? According to EAA News 7/24/2014 "FAA Releases New Hangar Use Policy", homebuilders in the past often found themselves unable to rent a hangar because their aircraft were not yet airworthy and their local airport required airworthiness as a prerequisite for hangar rental. What about certificated aircraft that are not airworthy? What is the difference?*
2. The policy also states that provided the hangar is used primarily for aeronautical purposes, an airport sponsor may permit limited, non-aeronautical items to be stored in hangars provided the items are incidental to aeronautical use of the hangar and occupy an insignificant of hangar space (e.g. a small refrigerator). *In this portion of the policy there are two ambiguous terms, limited and insignificant. Ambiguous terms are potential "gotchas". Generally items are considered incidental if they:*
 - Do not interfere with the aeronautical use of the hangar.
 - Do not displace the aeronautical contents of the hangar.
 - Do not impede access to aircraft or other aeronautical contents of the hangar.
 - Do not require a larger hangar than would otherwise be necessary if such items were not present.
 - Occupy an insignificant amount of hangar space.
 - Are owned by the hangar owner or tenant.
 - Are not used for non-aeronautical commercial purposes (i.e. the tenant is not conducting a non-aeronautical business from the hangar including storing inventory).
 - Are not stored in violation of airport rules and regulations.
3. The policy further states that hangars should be leased with consideration of the size and quantity of aircraft to be stored therein. To maximize the availability of hangars for all aeronautical users, sponsors should avoid leasing a hangar that is disproportionately large for the aircraft to be stored in the hangar. *With regard to this point, shouldn't you or I have the freedom to rent, build, or buy the size hangar we want, verses potentially having that dictated to us? What if I want to sublease hangar space to other aircraft owners and I need a large hangar to do so? After all, today's hangar requirements do not forecast your needs or mine in the future.*
4. Hangars should not be used as a residence. The FAA differentiates between a typical pilot resting facility or aircrew quarters versus a hangar residence or hangar home. The former are designed to be used for overnight and/or resting periods for aircrew. *Again, who is to say that your definition of a crew rest facility is the FAA's definition of a hangar residence?*
5. This policy on hangar use applies regardless of whether the hangar occupant leases the hangar from the airport sponsor or developer, or the hangar occupant leases the hangar from the airport sponsor or developer, or the hangar occupant constructed the hangar at their own expense and holds a ground lease only. *It would be interesting to consult with a real estate attorney regarding whether the owner of the land has the authority to enter and inspect a facility constructed by the lease.*
6. Sponsors (i.e. airport management or governing body) should have a program to routinely monitor use of hangars and take measures to eliminate and prevent unapproved non-aeronautical use of hangars. Sponsors should ensure that length of time on a waiting list of those legitimately in need of a hangar for aircraft storage is minimized. Sponsors should also consider incorporating provisions in airport leases, including aeronautical leases, to adjust rental rates to FMV for any non-incidental non-aeronautical use of the leased facilities. FAA personnel conducting a land use or compliance inspection of an airport may request a copy of the sponsor's hangar use program and evidence that the sponsor has limited hangars to aviation use. *This puts a huge burden on Sponsors to police their tenants with personnel resources that are often already being utilized in airport safety tasks.*

To date there have been over 2000 letters on this topic submitted to the FAA. Our president Les Smith has drafted a letter from the WPA BOD. You are encouraged to participate by drafting your own letter. From my review of the policy and many discussions with other interested parties, I drafted the following letter:

September 23, 2014

Mr. Randall S. Fiertz
 Director, Office of Airport Compliance and Management Analysis
 Federal Aviation Administration
 800 Independence Avenue SW
 Washington, DC 20591

Fax: (202) 493-2251

**RE: DOCKET NUMBER FAA-2014-0463 POLICY
 ON THE MANAGEMENT USE OF AIRPORT HANGARS**

Dear Mr. Fiertz;

As a hangar tenant and avid aviator, please accept the following comments regarding hangar utilization on airports receiving federal funding. This is a subject that affects me.

Whether a hangar is owned or rented often tenants such as myself, take great pride in our hangars and in the airport our hangars are located on. Whether a hangar is used to maintain or build an airplane or simply to shelter their aircraft, we end up seeking to make our hangar a comfortable place to spend time whether working, flight-planning, and/or hangar flying. By their very nature, hangars are an important part of each airport and the airspace system in general; as a result hangars provide a protective service as well as a refuge for both aircraft and pilot.

One of the points this proposed policy makes that I can agree with is that if no aviation related activity occurs and no waiting list of individuals exists for hangar space then the hangar can be leased on a month-to-month basis at prevailing commercial rates until such time that an aviation need presents itself. As pilots and utilizers of hangars the last thing any of us want to see are hangars utilized solely for the storage of non-aviation entities; we want aircraft in hangars and we want aviation related activities occurring robustly at our nation's airports. Policies that encourage and facilitate all aviation related activities result in more participants in aviation, including making available existing hangars and land which can be developed for future hangars.

There are several issues in this proposed policy that are of concern. The first issue relates to the FAA's definition of an aviation activity. This definition needs to be expanded to include construction of aircraft components. Limiting to final assembly does not promote aviation. Only the environment found at our nation's airports, where other builders are constructing aircraft creates a synergism which promotes safety over the individual who is constructing their aircraft in isolation. The FAA's perspective that building aircraft components is non-aviation is illogical and incomprehensible. There can be no distinction between the fabrication of aircraft components for an experimental or a certificated aircraft, both must be considered at their core an aviation activity. This issue regarding construction of aircraft components is a critical aspect of today's aviation environment.

The second issue is the FAA comment referring to "Short-term storage of non-operational aircraft for purposes of maintenance, repair, or refurbishment." The FAA has no business stipulating either a hard, soft or arbitrary time line for maintenance, repair, or refurbishment. Incidentally, the very nature of refurbishment, at times, requires the manufacturing of parts necessary to build the components which ultimately would be assembled into an aircraft. Hangars are often used to a greater extent than simply storage of aircraft. Clearly maintenance, storage of aircraft, their assembly, and assembly of their components including fabrication of parts for those components are well within the scope and intent of aviation activities and aviation related activities.

The third issue is the FAA comment pertaining to the size of an individual's hangar. Neither the FAA nor any other government agency should dictate the size of a hangar an individual is limited to. This is a decision that is solely the responsibility of the individual investing the capital to purchase or build the structure. It is the individual's freedom to rent or build or buy the size hangar they want, versus potentially having that dictated to us. Today's square footage requirements may not be reflective of future square footage requirements, specifically in the event where an additional, yet unplanned, aircraft is acquired.

The bottom line is that hangar use can and should be locally administered. Aviators understand that hangars exist for the storage of aircraft, irrespective of its status of airworthiness. Furthermore, aircraft construction must be allowed, irrespective of the phase of construction. Finally, hangars provide a safe haven for crew and, aircraft; no policy should interfere with or discourage activities which naturally and logically occur in this environment.

Respectfully,

I. Blake McKinley, Jr.

Legislative Director, Washington Pilots Association

cc: Mr. Larry Krauter, CEO Spokane Airports

Mr. David Ulane, AOPA Regional Manager – Northwest/Mountain Region

Mr. Jack Pelton, Chairman Experimental Aircraft Association

Mr. Larry Tobin, President SATA

Mr. Les Smith, President Washington Pilots Association

US Rep. Cathy McMorris-Rodgers

US Sen. Patty Murray

US Sen. Maria Cantwell

WA State Sen. Jim Honeyford – Co-Chair Washington State Aviation Caucus

WA State Rep. Gael Tarleton – Co-Chair Washington State Aviation Caucus

WA State Rep. Leonard Christian

Regarding the upcoming elections, make sure to take the time to foster relationships with those who are running and evaluate that individual's ability to lead your legislative district. Ideally, the person who fits the criteria of being a personable individual, an independent thinker, and a leader will be one who will also listen to the voice of general aviation. Just remember, they cannot hear that voice if we are not working on the education piece.

If you have any questions, feel free to contact me: blake@spokaneendo.com.

“One Week Wonder”

By Steve Waterman

This year I went to Oshkosh for my third time. I am amazed that every time I go, there is something new that surprises me. This time it was an experience that I thought would just be a small diversion from the rest of the event but turned out to be a defining memory of my trip. Before leaving and while planning the trip, I became aware of an event called “The One Week Wonder”. The goal of Zenith Aircraft was to build a plane during the event in seven days. As a builder, this fascinated me and they were looking for volunteers to help with the project. There was an online form to fill out and I figured there must be plenty of people available who have built such a plane but I filled out the form anyway. I wrote down my experience building my RV and thought that they wouldn't need me but shortly before the event I received an email telling me that I had been signed up for two four hour shifts on the Thursday and Friday of the event.

the main building area so the public under supervision could remove a cleco, pull a blind rivet with a pneumatic gun and initial their rivet. They also got to make an entry in the plane's construction log.

The Zenith aircraft, being assembled by all blind or “pulled” rivets into full sized holes, goes together much easier and faster than the Vans aircraft that I am building. But even so, I was very impressed with what so many people in a very organized project can accomplish in such a short period of time. By the time I arrived early Thursday morning, the fuselage was nearly completed, it was on the gear and the engine was hung. The right wing was pretty much complete and the panel was being assembled on a separate bench. I was put to work on the left wing along with a supervisor and several other volunteers. By the end of my four hour shift the left wing was ready to be put out for the public to pull their rivets on the

times they actually drilled out some previously placed rivets so they would have a place for someone to do one and place their autograph. At one point while I was working on the wing, an EAA representative came up to me and said that he had a woman who wanted to pull a rivet on the wing if I had a hole ready to fill. As the cameras were focusing on us and I was carefully explaining to her how to do the rivet, this older woman said to me, “I use to do this for the Air Force”. I immediately handed her the rivet gun and said “well then, I guess you don't need my help.”

I worked another shift the following day and by Saturday they were mounting the wings and mounting the propeller. I left Sunday morning but learned that they ran the engine



Steve Waterman inspects the “One Week Wonder” in progress

and by the afternoon airshow, taxied the plane in front of the crowd. The plane actually flew for the first time on the following Tuesday piloted by none other than Jeff Skiles, who co-piloted the “Miracle on the Hudson” flight with Chesley Sullenberger.



AirVenture attendees admire the finished product

I checked in with the project Tuesday I believe and the fuselage was already well underway. Zenith had about a dozen people there and there were also representatives from several companies that were contributing major parts for the plane like Rotax and Dynon to name a couple. Add in about half a dozen volunteers along with EAA representatives and a constant parade of VIP's and you can imagine it was a bee hive of activity surrounding this relatively small aircraft in a fairly small space. Added to all this activity was the goal of generating maximum participation by the public. So once the right wing was 75% finished with the top skin just clecoed in place, it was put on a rack outside

all at the same time. At times guys on the tail were getting their fingers pinched as guys in the cockpit would move the stick while running wires around the panel. From time to time a cowbell would ring and Johnathan who was from Zenith would stand on a bench and over a microphone in a British accent, would call out that the “One Week Wonder” had reached another milestone and a rep like Robert Hamilton from Dynon would put a big check mark sticker on a project map on the wall behind the plane.

Also the whole time VIPs would come by escorted by a representative from EAA for a photo op while they pulled their own rivet on the fuselage and signed their name. At

top skin. But not before I signed my name on the inside which is not likely to be painted over.

Activity around the plane grew to a fever pitch as the week wound down. There were people wiring the panel and connecting controls to the engine and mounting the empennage and control surfaces

Letter to Home from AirVenture

By Frank Hummel

Greetings, Walking back to the Cardinal Air camp in the North 40 from a nearby dinner this evening I was overwhelmed. Thousands of people are lining flight and fence lines as the night airshow is about to begin. The second night airshow this week here at AirVenture in Oshkosh, Wisconsin.

This following a three and half hour afternoon airshow, which is a daily occurrence here. Tomorrow morning Les and I will depart for home. A two or maybe three day journey. In the morning we will tear down camp, pack, load, inspect the aircraft thoroughly, and prepare our flight plan. We and many others will at the same time make our way from the numerous aircraft parking areas to the departure runway without saying a word on the radio to anyone. Following a meticulously designed procedure and method. Unlike a large commercial airport where airliners take off every two to four minutes during their busiest times, airplanes here will be taking off tomorrow morning every ten to



20 seconds. At this pace for hours at a time. Exactly what happens here every day during AirVenture.

Previously I have shared statistics describing the enormity of this event. What struck me walking back to camp this evening was how improbable the whole thing is. Yet it takes place year after year with exceptional grace. Also so improbable is that we, pilots, can even do this at all. Just get in an airplane and go. No permission, no advance verification with any agency, no special requests. Just go. Sure, there are rules, laws, and procedures to follow, but not that conceptually different from driving a car. Most improbable of all is that an ordinary schmo like me will start Cardinal Air's engine here on the grass of our camp site tomorrow morning, taxi, get in line with many others, wait our turn, and then take to the sky. Sitting here right now, except for going west, I don't even know where our travel day will end. One more thing. Wisconsin dairy cows must be happy cows - they make excellent ice cream!



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Historic Flying L Ranch Landing Strip To Re-Open

By Les Smith

For many years, the Flying L Ranch was a hub of activity, centered around its popular airstrip, and its many fly-ins, as well as equestrian related events. The current owners are in the process of re-opening the airstrip, and refurbishing the horse facilities. Today, this popular Bed & Breakfast retreat has a variety of facilities, and is ideal for group functions, club outings, seminars, family reunions, small weddings, and anything else your imagination conjures up. The serene surroundings, resplendent with wildflowers, small critters, deer, a pond, and the majesty of Mt. Adams and Ponderosa Pine provide an inner peace and tranquility unsurpassed.

However, what makes this ranch so special are the many stories attached to it, dating back to 1945. That was the year a young Longview couple, Les and Ilse Lloyd, purchased 80 acres, nestled in Glenwood Valley, at the base of Mt. Adams. Along with their twin sons, Darryl and Darvel, and daughter, Christina, they began their adventure. Immediately, Les cleared land

began in 1946. Andesite lava flagstone for the big fireplace was carried down from Mt. Adams in a 1949 Chrysler. The 1940's and 1950's became the era of legendary parties for Halloween, birthdays, and New Year's, during which time other buildings were constructed, including a hangar, tack room/hay storage room, garage/shop, shed, and 3 rental cabins.

In 1952 the ranch officially opened for 12-14 paying guests, including all meals and air strip privileges. At that time the big fly-ins began. The State Department of Natural Resources used the airstrip continuously, as well as many private pilots throughout the coming years.

Les Lloyd, who was a forestry and wood products consultant, moved his family to Taiwan in 1955 to spend two years. Upon their return to the ranch, they sent out invitations to a never to be forgotten "Big Pai Pai" (a week long party). The year of their return, construction began on the cookhouse and guest house. (building conversion projects) Supreme Court Justice William O. Douglas, and his second wife, bought

continued his foreign consulting jobs, and Ilse ran the guest house business.

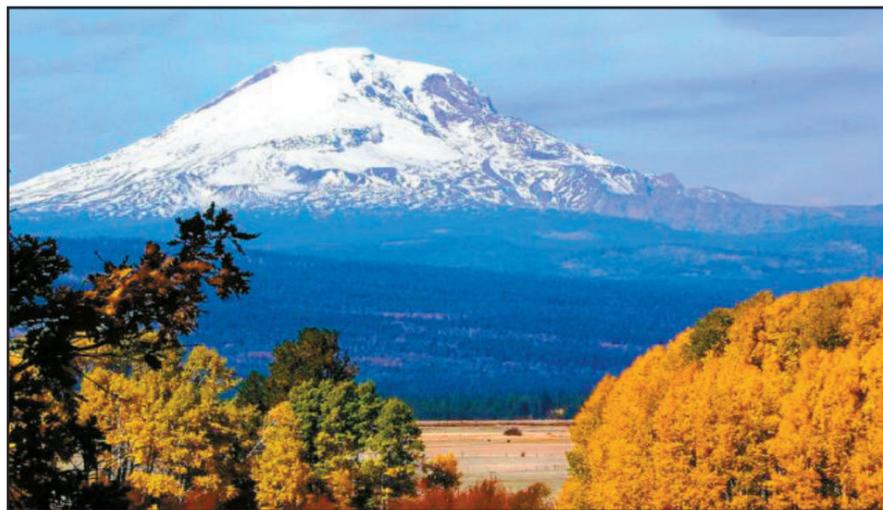
Daughter, Christina, was married in the lodge in 1960, and Justice Douglas read a beautiful poem he composed for the occasion. The twins, in 1970, established the Mt. Adams Wilderness Institute, based at the ranch.

Tragedy struck in 1972. Les Lloyd lost his life when his outrigger canoe, "Tango of Cebu" capsized in Aaron Rapids on the coast of British Columbia. Darvel returned to the ranch in 1985 to take over management. In 1986 the lodge opened for guests, year-around, for the first time as a bed and breakfast, group retreat facility, and nature preserve. Ilse taught her son how to make her famous huckleberry pancakes, how to make beds, and do other daily chores, after which she retired to a re-modeled cabin on the ranch. Over the next couple of years, a forest stewardship plan was adopted by the ranch. The Philadelphia String Quartet from Seattle conducted a coaching session for local string musicians, and performed for the guests. When Ilse had a stroke in 1989, it put an end to the guests' horseback rides, but she was able to return, eventually, to her watercolor painting. In 1991, Darryl returned to the ranch as Darvel's business partner. In 1995 a series of "musical Sundays" helped celebrate the 50 year anniversary of the ranch.

The ranch was sold in 1997. During the following 10 years, a fourth cabin was built in the woods, a new room added to the lodge, and renovations were made. In 2007 the current owners took over, and have made many upgrades to the facility. A number of guests have standing reservations, as there are many activities surrounding the lodge, include river rafting on the Klickitat River, and steelhead and Coho salmon fishing on the Klickitat, Sept. - Nov. Hunting for elk, bears, cougars and



Flying L Ranch nestled among beautiful Ponderosa Pines



Mt. Adams looms near at hand at The Flying L Ranch

for a 2000' air strip to accommodate his Waco bi-plane. Ilse began what was to be a 42 year passion for raising horses, and leading rides to Klickitat Canyon and the foothills of Mt. Adams. She had her own favorites, but made sure there was a gentle horse for the kids and others for the "dudes". Construction on the main building

a vacation cabin one mile north of the ranch, and became good friends with the Lloyds'. Over the next several years, Justice Douglas would participate in fly-ins, ranch skits, and often used the runway to fly to lectures, or to join fishing expeditions. In 1958, the first of many weddings was held at the ranch. For the next 13 years Les

turkeys is permitted Oct. - Nov. This year the B & B has partnered with Red's Fly Shop, for those interested in guided fishing and lodging packages. During the summer, there is a local rodeo, and the surrounding state forest lands have miles and miles of trails for both horseback riding and hiking. Spike TV filmed part of its Bigfoot series on the ranch for three weeks in June, 2013. While the lodge is currently for sale, the current owners are gearing up to have everything in shape to return to the "glory days" of the past, with fly-ins and equestrian events at the forefront.

For information, e-mail: flyingl@mt-adams.com

The airstrip at Mr. Adams Lodge is currently in the process of re-clearing and plans a grand opening next spring. When it is ready, the lodge will be hosting a 3 day weekend reserved exclusively for club members at no charge for lodging or meals. In the meantime, club members are invited to visit the lodge at no charge on an as-available basis. For more information, email flyingl@mt-adams.com, call 509-364-3488 or visit <http://www.mt-adams.com/>

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Aviation Plusses of the Port of Benton:

By Mike White

The Port of Benton (PoB) owns and manages two airports, Richland (RLD) and Prosser (S40). Currently, the Executive Director is Scott Keller and the Director of Airports and Operations is John Haakenson. Scott is a Light Sport Pilot and owns a Challenger. Both of these people frequently visit the airports. Local pilots do not feel a need to attend PoB board meetings because we know The Port understands the positive economic value of airports and is working to improve their airports.

Both airports have adjacent industrial properties. Land/building leases help with the operation budget. The Port also has other properties not airport related and have enough maintenance people to take care of all the properties, airports included. The Port grosses a little over \$200,000 in rental income from the industrial areas that help offset costs. The Port breaks even financially. FAA's participation helps out tremendously. The Port has received about 15 million in help from the FAA over the last 25 years. Scott Keller says, "If the airport sponsor works with the FAA, they will help make the airports manageable. The FAA is really our friend...without them it would be very difficult. We feel both our airports are GREAT and will continue the improvements to serve our aviation customers".

The local EAA chapter 391 has a contract with The Port to share-use a building at RLD as the chapter's club house. Similarly, the Prosser EAA chapter 1466 has such an agreement to use a building at S40. The Port also has an agreement with the Richland CAP squadron for them to use a building on the airport.

The PoB sponsors the Richland Fly-In barbecue on Friday evening before the Richland Fly-In in late June and also supports the Richland Airport Holiday Party each December by providing food, furnishings, manpower, etc. to clean up the airport and set up & tear down for these events.

The PoB supports its airports and aviation!

Successful in Spokane GA is alive and well in the Pacific Northwest

By Julie Summers Walker

"I want to spend every day here!" cried a small boy as the fourth 2014 AOPA Regional Fly-In in Spokane, Washington, came to a close at Felts Field Aug. 16.

If AOPA is making a successful run at promoting a grassroots return to flying, it was certainly evident here. Children played on aviation-themed playground equipment, families marveled at the aircraft on display, and new and old friends enjoyed a beautiful day at the airport on a picture-perfect day.

"This is a great event and a great day," said EAA Chapter 79 President Jack Hohner. "It shows that general aviation is alive and well and flourishing—especially in Spokane."

More than 1,500 people attended the event with 244 aircraft flying in. The day before torrential rain held many back (those planning to camp fell from more than 50 to just 25), but clear skies heralded a spectacular day early Saturday morning.

What does an AOPA Regional Fly-In look like? Swarms of volunteers—160—and AOPA staff started early on Friday before the event. The airport was transformed in a matter of hours into a sea of tents, seating, artfully placed aircraft, and signage. In order to prepare for the pancake breakfast, massive amounts of food were purchased. Staff seek out wholesale stores to purchase the perishable items in bulk. For example, on Friday, staffers raced to a Cash and Carry and loaded an SUV with 25 pounds of sausage and 40 gallons of orange juice—and that's just a fraction of the goods brought in for the event.

Signage, draping, generators, cording, umbrella stands—all of it arrives on pallets in a rental truck. Staffers and volunteers unwrap, assemble, and setup the tables, chairs, tents, displays, and booths for the event. When fly-in visitors arrive, a new city has risen at the airport.

Free lunch has a new meaning—it really does exist at an AOPA Fly-In. At Spokane, 10 food trucks offered terrific food specialties free to AOPA members. "I have to tell you, the food trucks were the best idea," said one member. "We like good food here in the Pacific Northwest."

The message of general aviation—the freedom to fly and AOPA's mission to protect that—resonated in Spokane.



EAA 79 Pres. Jack Hohner (rt) and club member George Balazs cook up sausage for the AOPA breakfast

AVIATION ACTIVITY CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28 Alpenfest, Joseph, OR (JSY) External Link	29	30	1 9:00am North Sound Chapter	2 Yakima Valley Chapter Free Admission www.museumofflight.org	3 6:30pm Paine Chapter	4 9:00am Arlington Chapter @ Arlington Flight Services Fit School. Bkfst 0900, meeting 1000. Visitors welcome. EAA Breakfast @ 7:33 (Oregon) www.eaa105.org BBQ Lunch @ KONP...
5	6	7	8 9:00am North Sound Chapter	9	10 6:30pm Green River Chapter dinner meeting; contact Jim Flynn JKRV6A2@skynetbb.com, 206-498-4409. info link	11 10:00am Harvey Field Chapter @ Snohomish Flying Service BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
12	13	14 9:00am North Sound Chapter 7:00pm Olympia Chapter Meeting @ Pearson Air	15	16 7:00pm Clallam County Chapter @ Rite Bros. Aviation Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket	17	18 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
19	20	21 9:00am North Sound Chapter	22	23 6:30pm Deer Park Chapter @ Deer Park Airport Administration Building	24	25 9:00am Pendleton EAA219 Pancake Breakfast; Pendleton, OR KPDT. Last Saturday each month. BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
26	27	28 9:00am North Sound Chapter	29	30	31	1 9:00am Arlington Chapter @ Arlington Flight Services Fit School. Bkfst 0900, meeting 1000. Visitors welcome. EAA Breakfast @ 7:33 (Oregon) www.eaa105.org BBQ Lunch @ KONP...

SEE MORE AT WPAFLYS.ORG

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28 9:00am North Sound Chapter	29	30	31	1 9:00am Arlington Chapter @ Arlington Flight Services Fit School. Bkfst 0900, meeting 1000. Visitors welcome. EAA Breakfast @ 7:33 (Oregon) ...
2	3	4 9:00am North Sound Chapter	5	6 Yakima Valley Chapter Free Admission www.museumofflight.org	7 6:30pm Paine Chapter	8 10:00am Harvey Field Chapter @ Snohomish Flying Service BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
9	10	11 9:00am North Sound Chapter	12	13	14	15 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp WPA Board Meeting; Bremerton (PWT)
16	17	18 9:00am North Sound Chapter 7:00pm Olympia Chapter Meeting @ Pearson Air	19	20 7:00pm Clallam County Chapter @ Rite Bros. Aviation Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket	21	22 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
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(...) Indicates there are more events on this day that didn't fit on the calendar. If you're interested in seeing all events on a specific day, please go to WPAFLYS.ORG, click calendar at the top, and click on the day or event that interests you to see more.

OCTOBER 2014

NOVEMBER 2014

AOPA President Mark Baker received great applause for his Pilot Town Hall in which he celebrated victories such as ending unnecessary customs and border patrol searches, reviving flying clubs, and forward-moving action on the AOPA/EAA third class medical reform effort.

Members sought out the petition for third class medical reform and signed it in record numbers. Baker said he was confident there would be more than 12,000 signatures by year-end.

"Upward of 1,000 signed the petition today," said AOPA Alaska Regional Manager Tom George. "Most felt that reform is way overdue. We had many stories of pilots with medical conditions that allowed them to fly, but the cost of testing and delay in issuing certificates was keeping them from the freedom to fly."

"I do believe we will see movement on third class medical

reform by sometime next year," said Baker. "AOPA is about you. We want to change the way we're thinking about general aviation."

More than 55 exhibitors displayed their products and aircraft on Saturday, and more than 127 lapsed pilots attended the Rusty Pilot program Friday night. AOPA's 2014 Regional Fly-Ins are at the halfway point, and more than 8,000 members have attended. Next up is Chino, California, on Sept. 20, followed by Frederick, Maryland (AOPA's Homecoming celebrating the associations seventy-fifth anniversary at headquarters), Oct. 4, and St. Simons Island, Georgia, on Nov. 8.

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